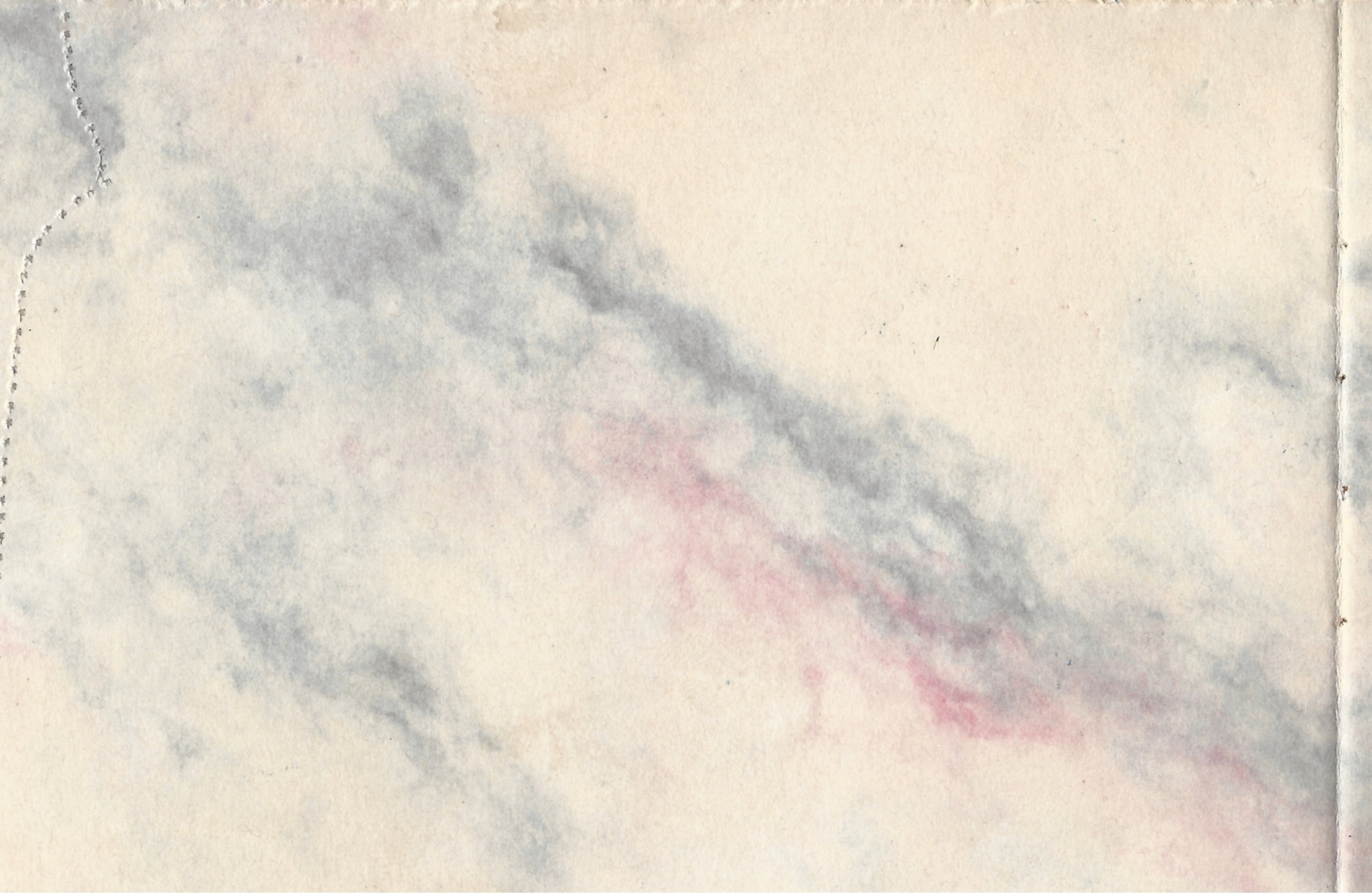


"The Engine of Constant Service"



This Little Book

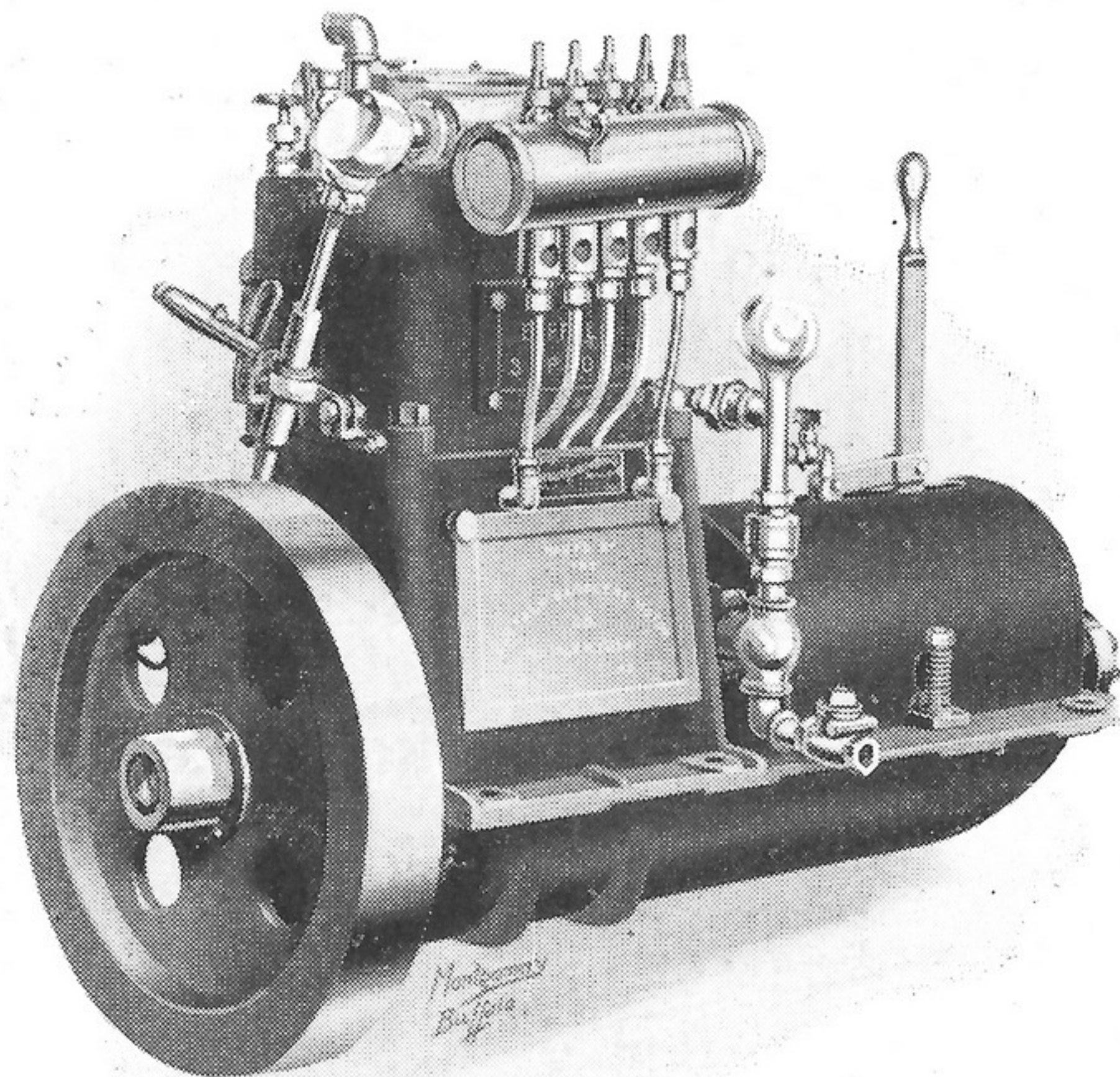
is intended to give you just a passing glimpse at the Buffalo line of Regular Type, High Speed, and Heavy Duty marine engines; to prove to you that we really do build "An Engine for Any Sort or Size of Boat." It does not attempt to explain things. If you want the details, let us send you our full-size catalogue. It comes for the asking.

BUFFALO GASOLENE MOTOR CO.

BUFFALO, N. Y.

The 3 H. P., 5 H. P. and 7½ H. P. Buffalos

are very similar in design and appearance. They are used successfully in open boats of all kinds.



3 H. P.—Bore, 3 inches: stroke, 4 inches; weight with reverse gear, 240 lbs.; normal speed, 700 R. P. M.

5 H. P.—Bore, 3½ inches; stroke, 5 inches; weight with reverse gear, 400 lbs.; normal speed, 600 R. P. M.

7½ H. P.—Bore, 4½ inches; stroke, 5 inches; weight with reverse gear, 575 lbs.; normal speed, 600 R. P. M.

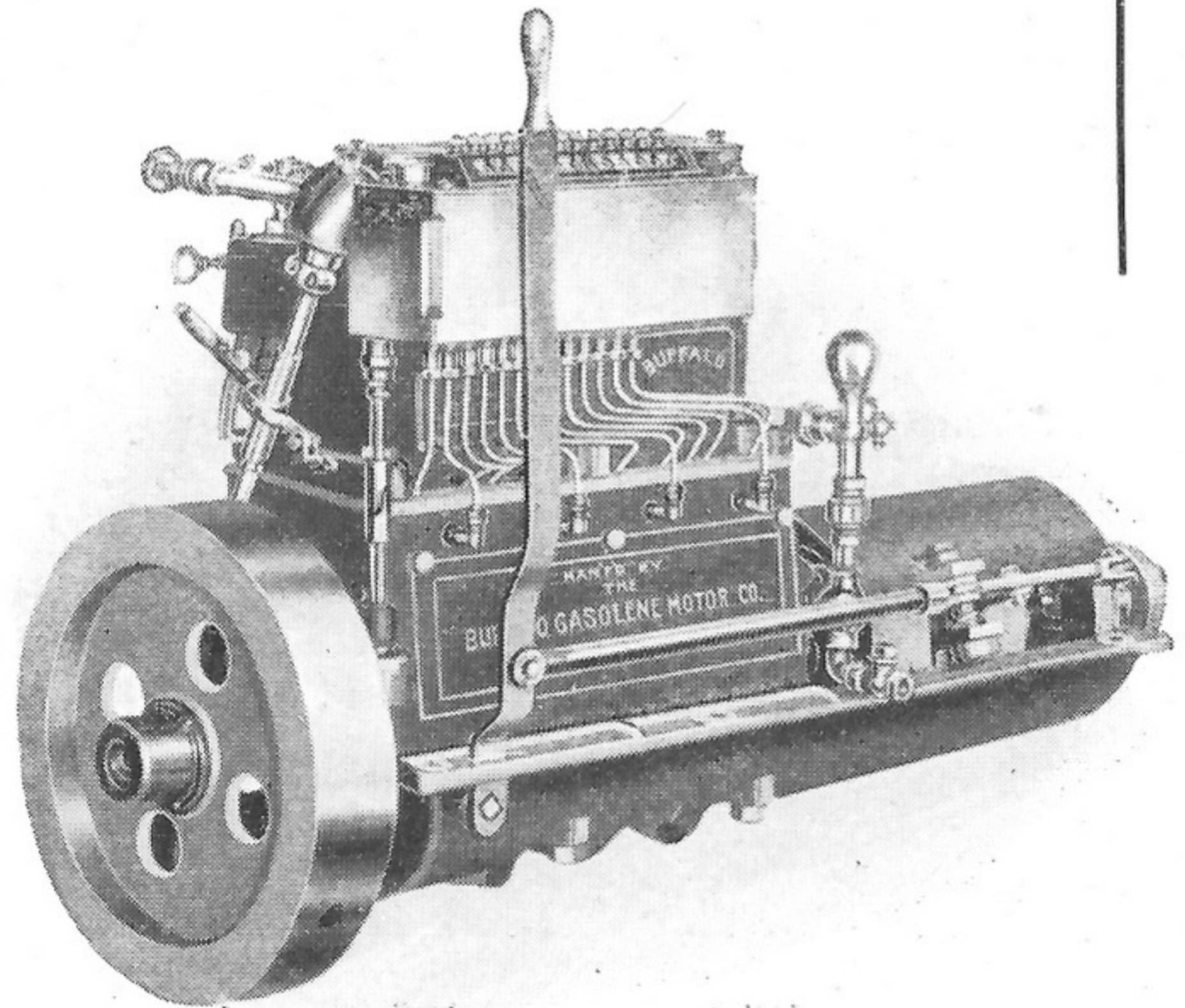
Next Come the 10 H. P., 15 H. P. and 20 H.P. Regular

Type models. They are successfully powering a wide variety of boats, including small cruisers. They are all similar in design, the difference being in size

10 H. P.—Bore, $3\frac{1}{2}$ inches; stroke, 5 inches; weight with reverse gear, 630 lbs.; normal speed, 600 R. P. M.

15 H. P.—Bore, $4\frac{1}{2}$ inches; stroke, 5 inches; weight with reverse gear, 890 lbs.; normal speed, 600 R. P. M.

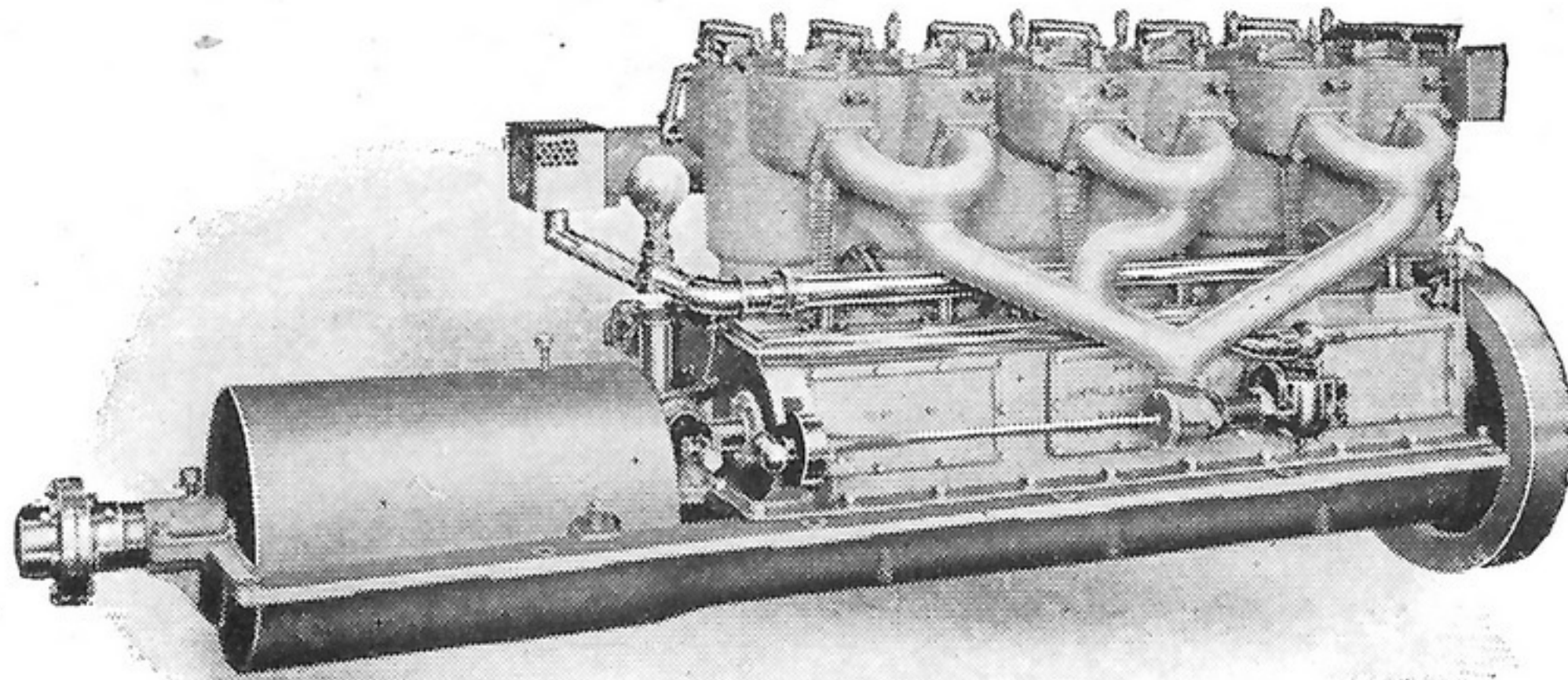
20 H. P.—Bore, 5 inches; stroke, 6 inches; weight with reverse gear, 1300 lbs.; normal speed, 500 R. P. M.



The 100 H. P. and 65 H. P. Models

of the Regular Type are the largest of the medium speed class. They are used in cruisers and commercial boats of all kinds. The 100 H. P. has six, and the 65 H. P. four cylinders.

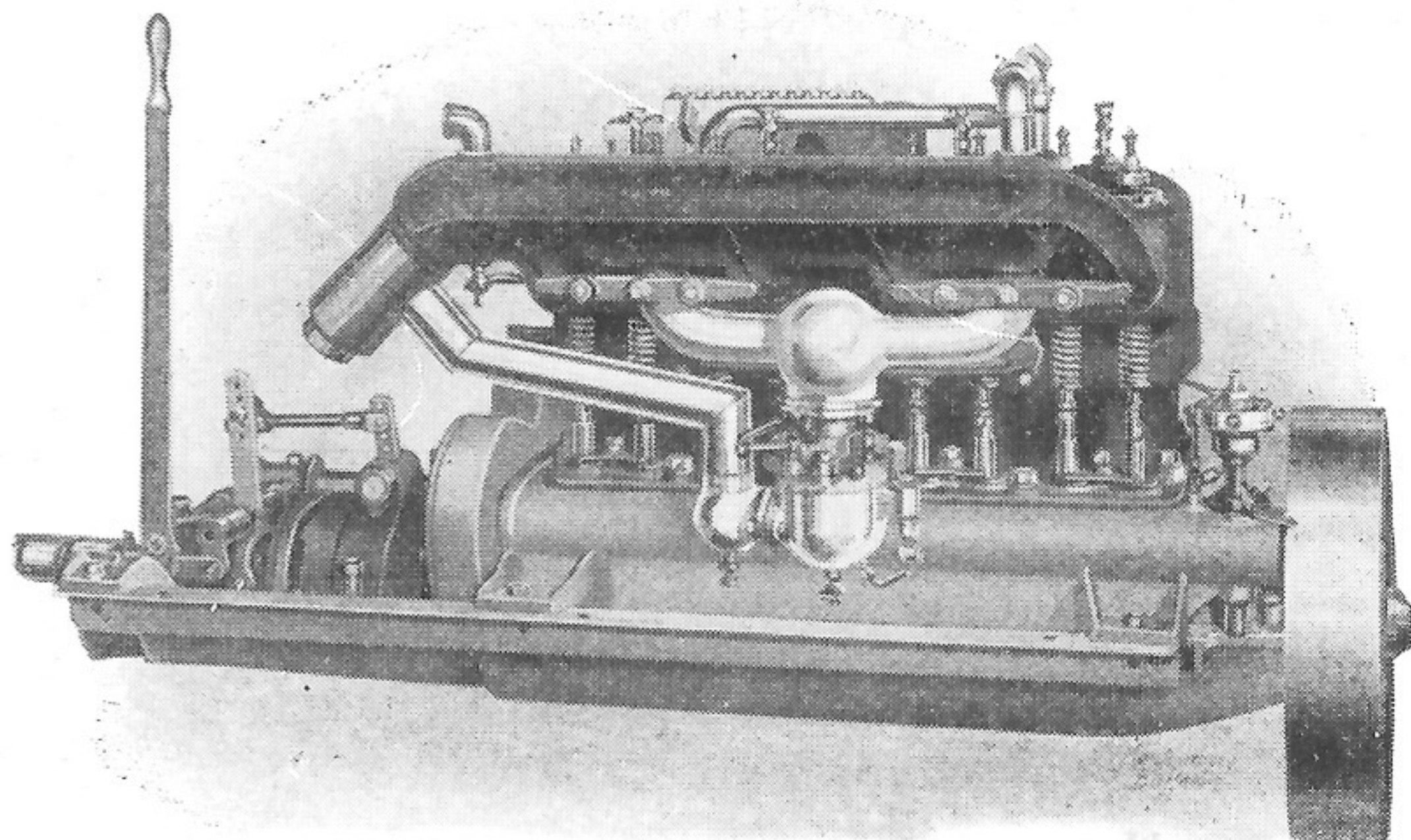
100 H. P.—Bore, $8\frac{1}{2}$ inches; stroke, 9 inches; weight with reverse gear, 5250 lbs.; normal speed, 375 R. P. M.



65 H. P. — Bore, $8\frac{1}{2}$ inches; stroke, 9 inches; weight with reverse gear, 3850 lbs.; normal speed, 375 R. P. M.

The 25 H. P. "Auto Marine" Style

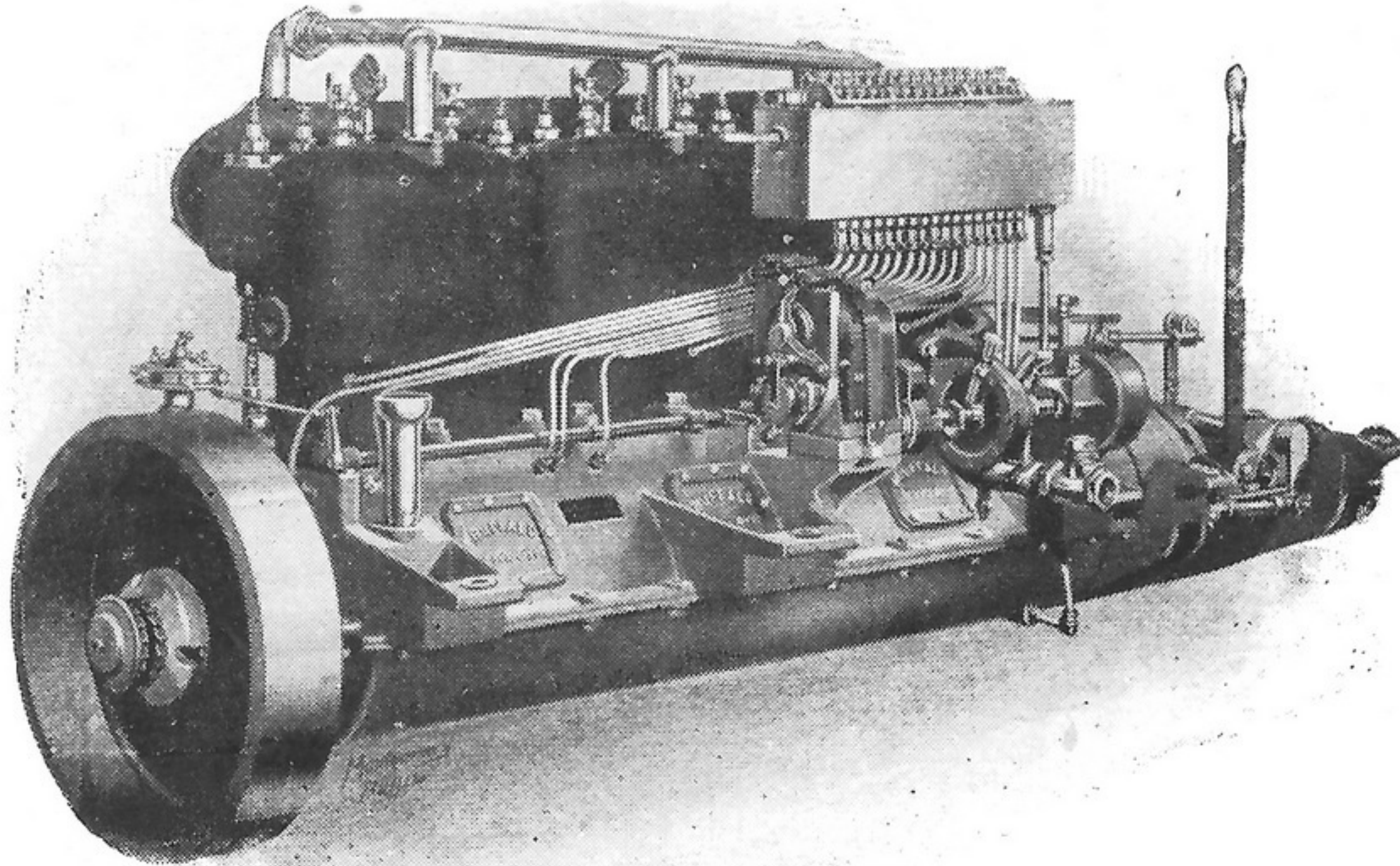
is one of our most popular models. It is being used for powering fast runabouts and the smaller class of racing boats with great success. Where a high speed light weight engine is needed there is nothing better.



Bore, $4\frac{3}{4}$ inches; stroke, 5 inches; weight with reverse gear, 690 lbs.; normal speed, 800 R. P. M.

The Six-Cylinder 40 H. P.

“Auto Marine” is similar to the 25 H. P. model, except for its added cylinders and a few unimportant details. Like the four-



cylinder engine, it is powering fast runabouts and speed boats. Of both the “Auto Marine” models we are especially proud.

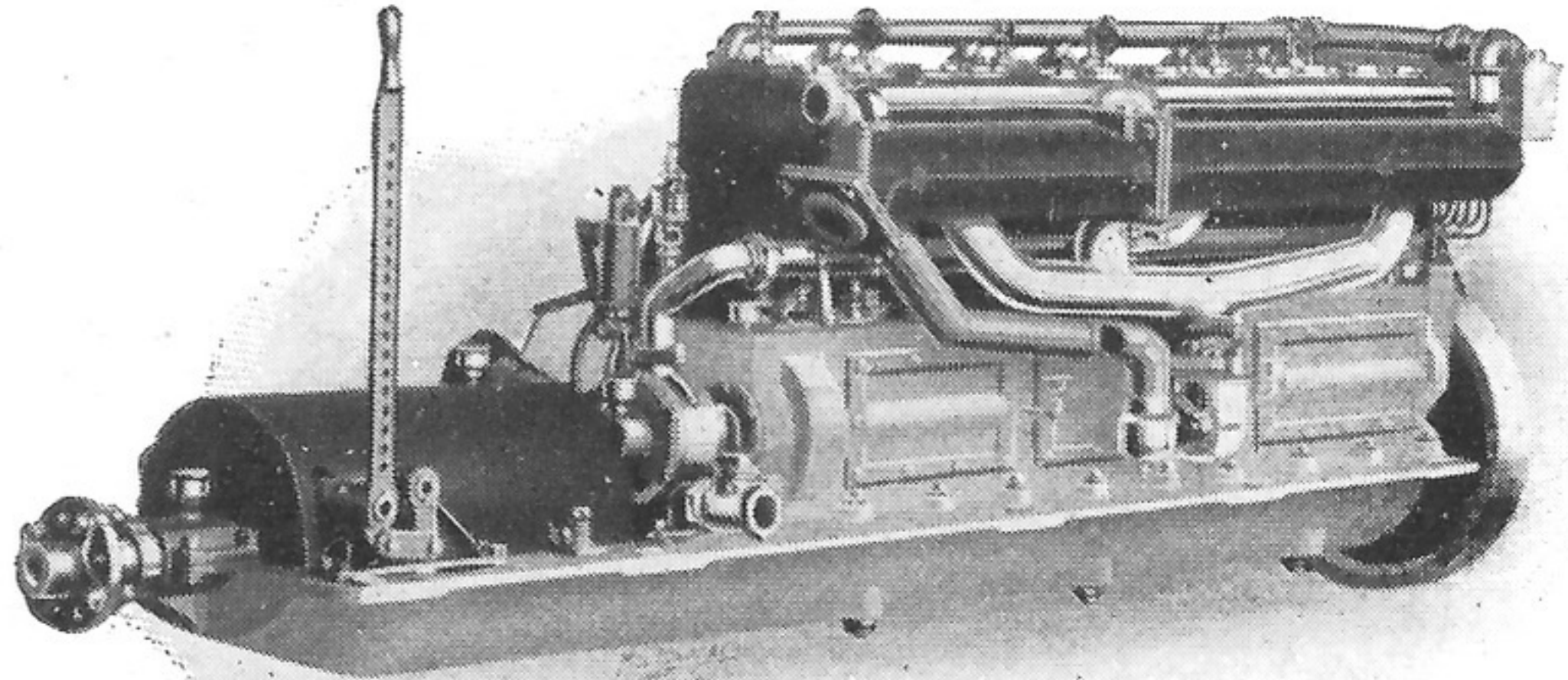
Bore, $4\frac{3}{4}$ inches; stroke, 5 inches; weight with reverse gear, 930 lbs.; normal speed, 800 R. P. M.

Buffalo High Speed Engines

have won a reputation that is world wide and requires no comment from us. We build them in two sizes, six-cylinder 90 H. P. and four-cylinder 60 H. P. Their superiority is due to the fact that they have not only speed but RELIABILITY.

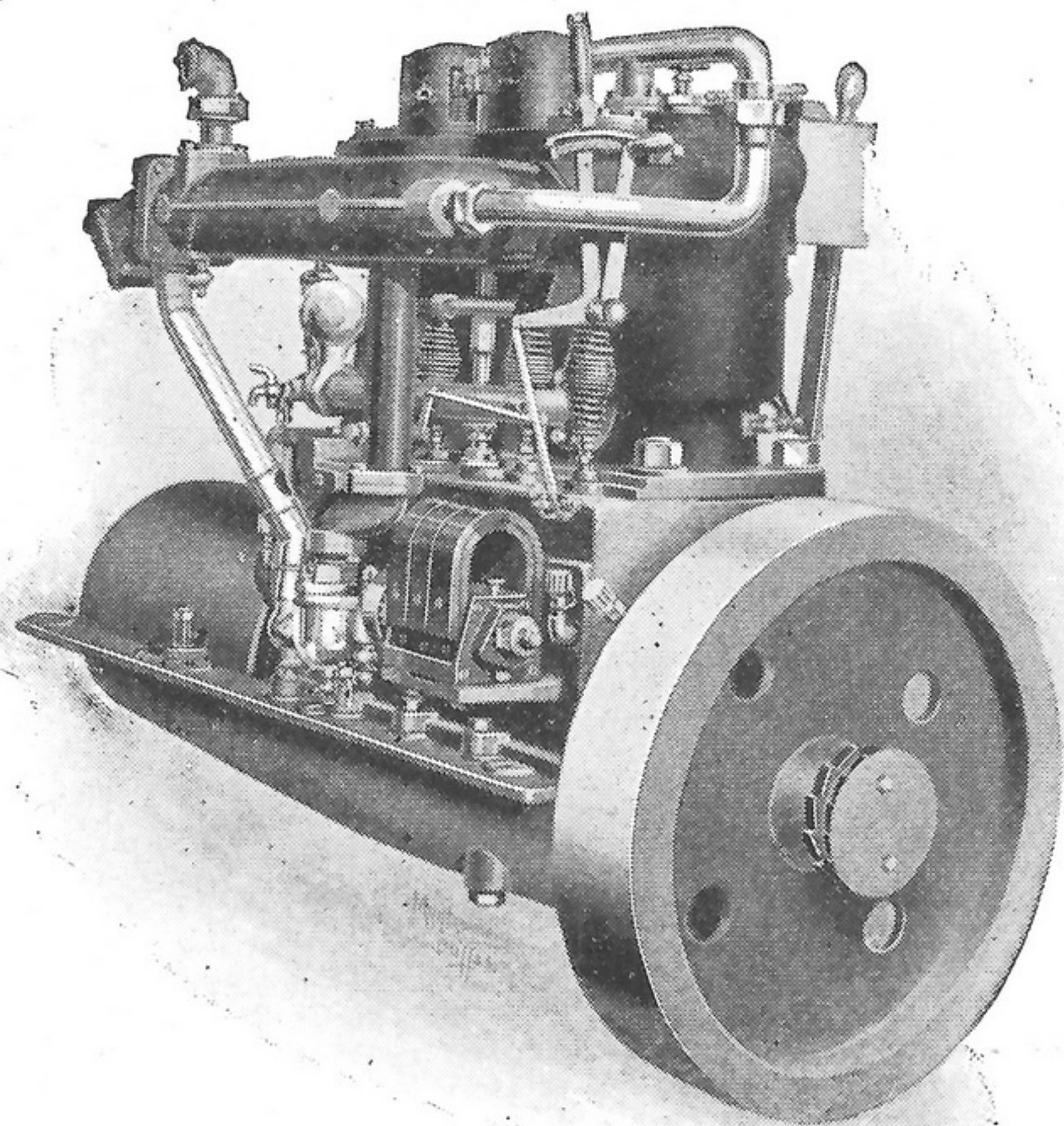
90 H. P.—Bore, $6\frac{1}{4}$ inches; stroke, $6\frac{3}{4}$ inches; weight with reverse gear, 1600 lbs.; normal speed, 900 R. P. M.

60 H. P.—Bore, $6\frac{1}{4}$ inches; stroke, $6\frac{3}{4}$ inches; weight with reverse gear, 1220 lbs.; normal speed, 900 R. P. M.



Buffalo Heavy Duty Engines

have demonstrated their efficiency in work boats and cruisers, and there is no need for us to praise them. We would rather you talked to someone who runs one.



9 H. P. Heavy Duty—Bore, 5 inches; stroke $6\frac{1}{2}$ inches; weight with reverse gear, 1000 lbs.; normal speed, 350 R. P. M.

12 H. P. Heavy Duty—Bore, 6 inches; stroke, $7\frac{1}{2}$ inches; weight with reverse gear, 1400 lbs.; normal speed, 350 R.P.M.

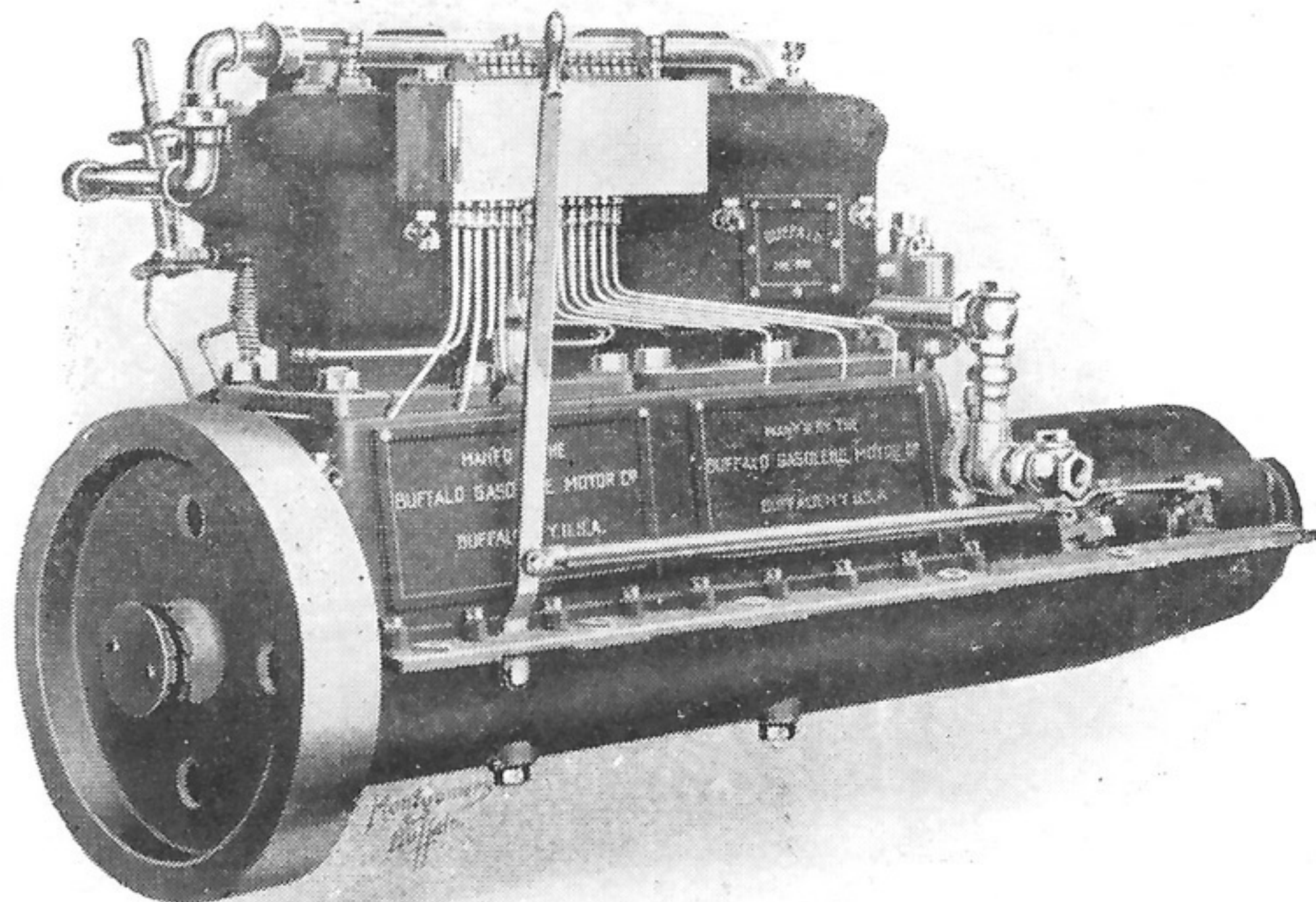
18 H. P. Heavy Duty—Bore, 7 inches; stroke, 9 inches; weight with reverse gear, 2100 lbs.; normal speed, 350 R. P. M.

The 24 H. P. and 36 H. P. Heavy Duty Buffalos

have met with the most pronounced success wherever they have gone, and there is no type of engine in the whole Buffalo line in which we take greater pride. They are well suited to both work boats and cruisers.

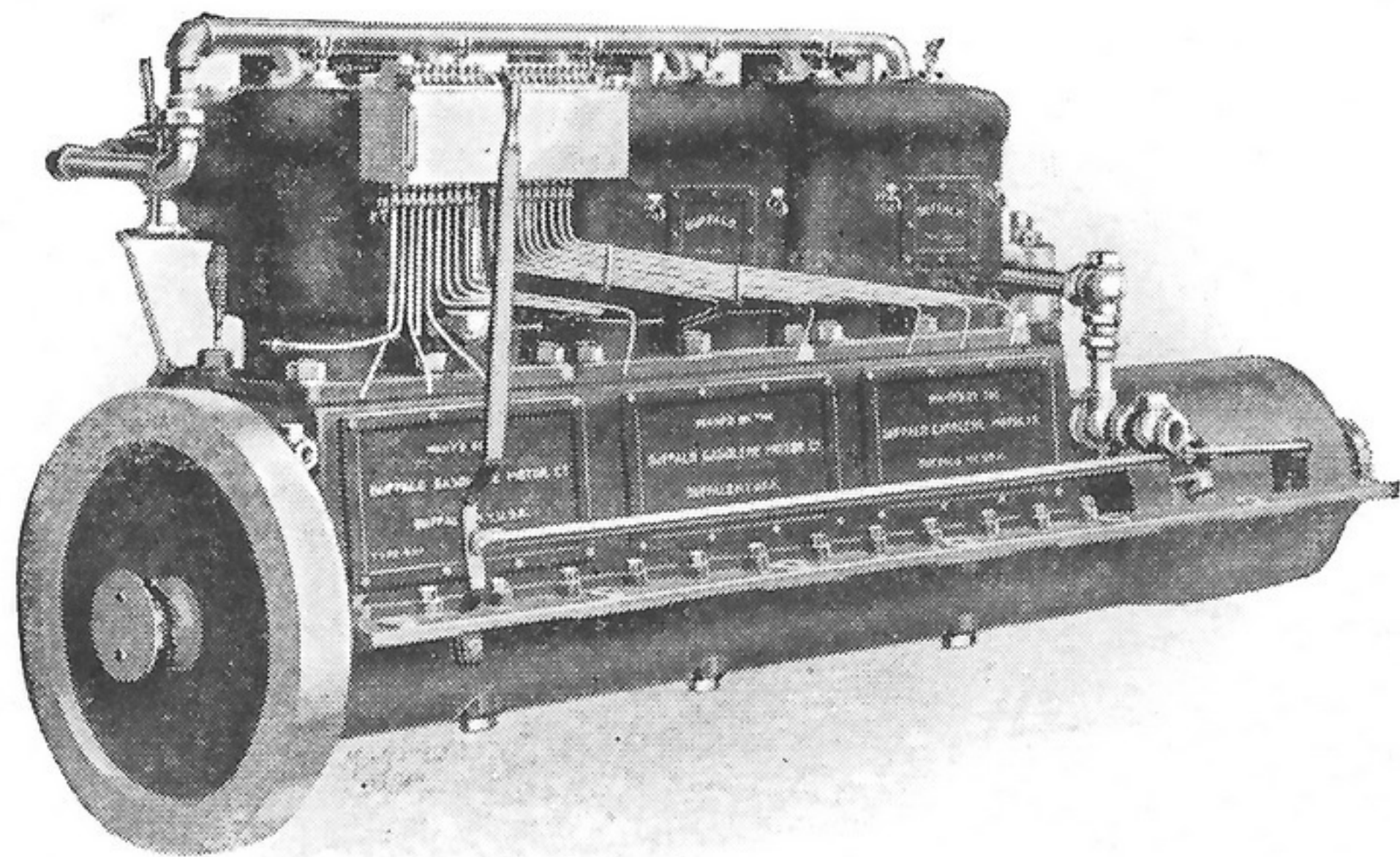
24 H. P. Heavy Duty—Bore, 6 inches; stroke, 7½ inches; weight with reverse gear, 2200 lbs.; normal speed, 350 . P. M.

36 H. P. Heavy Duty—Bore, 7 inches; stroke, 9 inches; weight with reverse gear, 3400 lbs.; normal speed, 350 R. P. M.



The 54 H. P. Heavy Duty

is a work engine of high efficiency. Until this season it was our highest powered engine of its type, and it has successfully powered boats which would seem to call for higher rated horse power.



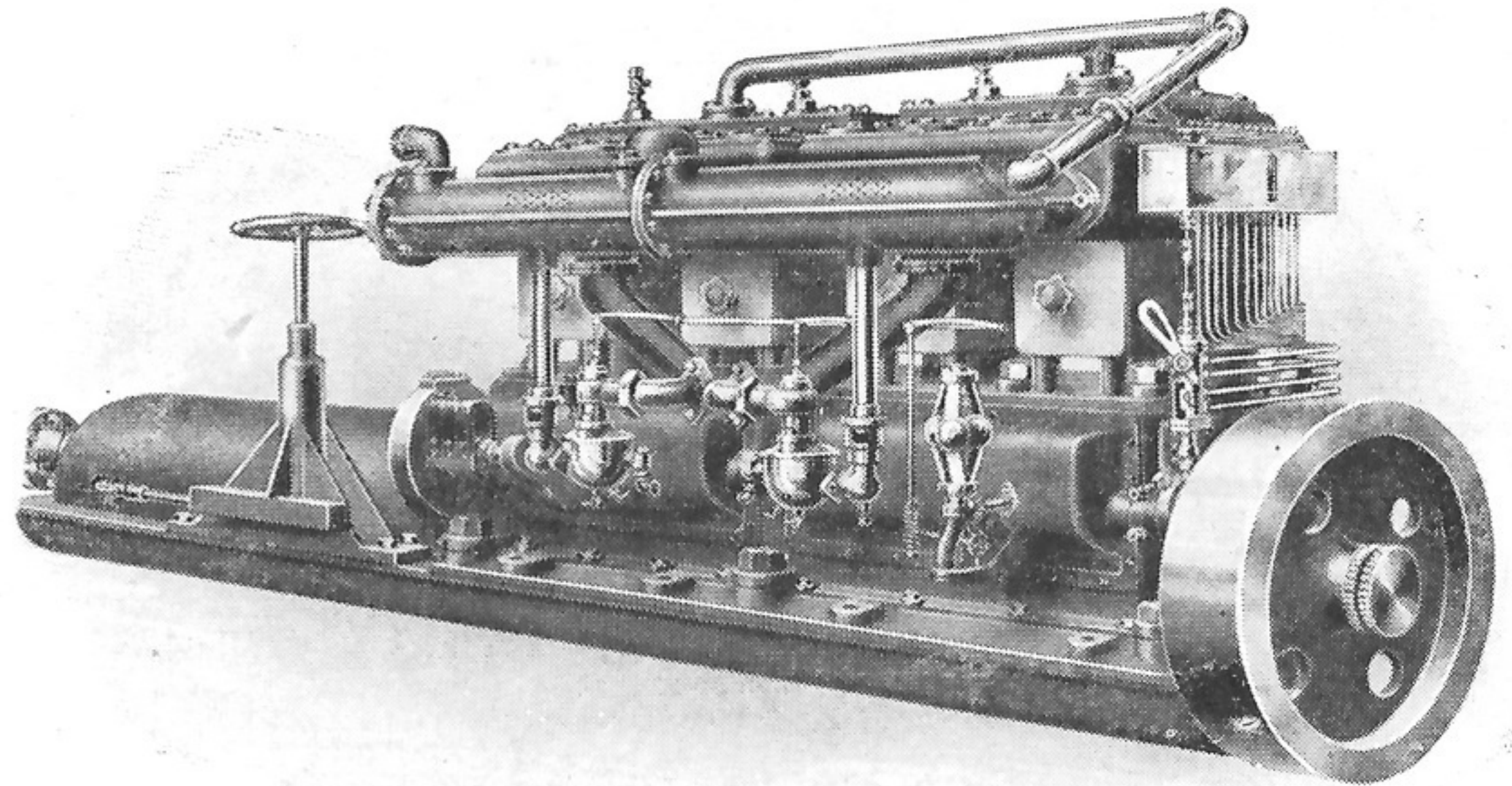
54 H. P. Heavy Duty—Bore, 7 inches; stroke, 9 inches; weight with reverse gear, 4850 lbs.; normal speed, 350 R. P. M.

New Models

Two new Heavy Duty Models have been added this year—125 H. P. and 85 H. P.—the larger having six and the smaller four cylinders. They are equipped with our own air-starting device.

125 H. P.—Bore, 10 inches; stroke, 12 inches; normal speed, 300 R. P. M.; weight with reverse gear, 11000 lbs.

85 H. P.—Bore, 10 inches; stroke, 12 inches; normal speed, 300 R. P. M.; weight with reverse gear, 7300 lbs.



A Few Recent Buffalo Victories

In the 1911 Scripps Reliability Cruise, designed to test the relative merits of cruising motor boats, three of the four boats which finished with perfect scores were powered with Buffalo engines. Constantly under the eye of official observers, they made the whole distance without needing even an adjustment, and they never made a skip.

Corsair, winner of the Pacific International Perpetual Challenge Cup in 1911, is Buffalo-powered. She covered the course—Vancouver to Victoria via Seattle—in 21 hours, 31 minutes and 30 seconds, not only winning the race, but making fastest time and winning first prize in Class “C.”

In the races held between Helsingfors and Hango, Finland, on July 18, 1911, both the principal long distance and high speed events were won by Buffalo-powered boats.

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